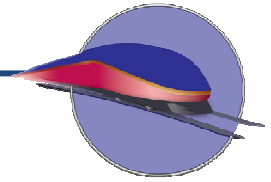


Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 3–Planning



Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Charlie Miller		POC Title: Rail Planning Coordinator		
Street Address / City: 1 National Life Drive	City: Montpelier	State: VT	Zip Code: 05633-5001	Telephone Number: 802-828-5719
Fax: 802-828-2829		Email: Charlie.Miller@state.vt.us		

(2) **Name of lead State applying:** Vermont

States are the only eligible applicants under Track 3

(3) **Name(s) of additional States applying in this group (if applicable):** New York

(4) **Is this Planning Project related to additional applications for HSIPR funding?** ☒ Yes ☐ No ☐ Maybe

If “Yes” or “Maybe” provide the following information:

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
Ethan Allen Express Improvements & Extension	State of Vermont	Track 2	\$ 45,000,000	Will Apply
NY A-1 Adirondak Svce Reliability Init	New York State	Track 1a - FD/Construction	\$ Unknown	Will Apply
NY ES-10 1A-EmpireS-ALB-SDY Const 2 nd Tk	New York State	Track 1a - FD/Construction	\$ Unknown	Will Apply
NY EW-1 1A-EmpireW-Schenectady Sta Rehab	New York State	Track 1a - FD/Construction	\$ Unknown	May Apply

Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

B. Project Overview

(1) **Planning Project Name:** NY-VT Bi-State Intercity Passenger Rail

(2) **Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)?** Please limit your response to 1,000 characters.

NY-VT Bi-State IPR Corridor between Rutland, VT and Albany, NY including the "Western Corridor" of Vermont, Pan Am southern main line from Hoosick Jct, NY to Mechanicville, NY, CPR lines between Mechanicville and Schenectady, NY, CPR main line Schenectady to Whitehall, NY and the CLP between Whitehall and Rutland.

(3) **Which of the following planning activities are proposed to be funded under the HSIPR Program?**

- ☐ Alternative Analysis Studies
☒ Service Development Planning
☒ "Service" or "Tier 1" NEPA
☐ Other (Please Describe):

(4) **Describe the service attributes of the Program/Project for which you are planning** (check all that apply):

- | | |
|------------------------------------------------------------------|-------------------------------------------------------------------------|
| <input type="checkbox"/> Additional Service Frequencies | <input type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> New Service | <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input checked="" type="checkbox"/> Service Quality Improvements | <input type="checkbox"/> Other (Please Describe): |

(5) **What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

Start Date: 01/01/2010

End Date: 12/31/2011

(6) **Total Cost of Planning Activity(s)** (Year of Expenditure (YOE) Dollars*): **\$ 1,000,000**

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) **\$ 500,000**

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(7) **Planning Project Overview.** Please limit response to 4,000 characters.

Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- Component of a Service Development Plan (SDP)

- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

The planning study involves developing a corridor service plan for an intercity passenger route that would serve the communities between Albany, NY and Rutland, VT including Mechanicville, NY; Bennington, Manchester and Rutland, VT. Also served would be Castleton, VT, Fort Edward, Saratoga Springs and Schenectady, NY. Intercity passenger rail service along Vermont's Western Corridor is a priority identified in The Vermont State Rail and Policy Plan (2006). The Corridor was the subject of a major Amtrak study in 2001. In addition, this planning project will identify additional opportunities to connect with anticipated increases in service on the Hudson Line that would terminate in the Albany/Rensselaer Station Hub.

SDP Contents

1) Rationale (including purpose and need)

- Description of the corridor's transportation challenges and opportunities based on current and forecasted travel demand and capacity conditions
- How the proposed HSIPR Service Development Program can cost-effectively address transportation and other needs considering system alternatives (highway, air, other, as applicable).
- Qualitative and quantitative assessments of the costs, benefits and impacts and risks of the alternatives
- Synergies between the High-Speed Rail/Intercity Passenger Rail proposal and large-scale goals and development plans within its service region and communities
- Description of user and non-user benefits and estimated economic value of those benefits, with particular attention to topics prominent in ARRA, i.e., job creation and retention and potential energy savings.

Deliverables: Technical Memo outlining Project Rationale

2) Service/Operating Plan and Prioritized Capital Plan

- Description of service to be provided for each phase of new or improved Intercity Passenger Rail service including: the service frequency, timetable (including time-distance "stringline" diagrams), general station locations and intermodal connections
- Description of the underlying operational analysis, including railroad operation simulations and equipment and crew scheduling analysis, and variables such as travel demand and rolling stock configuration
- Description of rail equipment and infrastructure improvements for each discrete phase of service implementation
- Prioritized improvements for each phase
- Estimated capital costs for projects and project groups, with documentation of assumptions and methods
- Initial capital expenditures estimates to bring the service to its full operating capability, accommodation of future traffic growth and ongoing expenditures for replacement of system components

- Operating and financial projections for each phase of the planned intercity passenger rail service.
- Description of methods, assumptions and outputs for travel demand forecasts, expected revenue from the service, and all operating expenses for the train service including maintenance of way, maintenance of equipment, transportation (train movement), passenger traffic and services (marketing, reservations/information, station, and on-board services), and general/administrative expenses
- Cost-sharing arrangements with infrastructure owners and rail operators

Deliverables: Technical Memo containing Service, Operating, and Capital Plans

3) Implementation Plan (including Project Management Approach, Stakeholder Agreements and Financial Plan)

- Service Development Program schedule for carrying out each phase; a preliminary description of the intended techniques of project management that will assure quality, cost, and budget control; and the financing and organizational plans for carrying out the proposed strategy.
- Description of any shared services with rail freight, the existing and future characteristics of those services - as developed cooperatively with freight and Intercity Passenger Rail partners
- Service NEPA
- Additional New York State environmental requirements.

Deliverables: Technical Memo containing the Implementation Plan and Environmental Documentation for a service level NEPA.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

The NY-VT Bi-State Intercity Passenger Rail Project is located between Albany, NY and Rutland, VT (see attached map), with probable stops in Mechanicville, Bennington, and Manchester and loop back to Rutland, Fort Edward, Saratoga Springs and Schenectady. This 'loop' concept would effectively provide intercity rail service along currently underserved communities in Western Vermont and Northeastern New York and improved connections to the Empire Corridor and metropolitan areas south of Albany.

The types of improvements under consideration include track, roadbed and bridge improvements necessary to bring line segments up to standards needed for improved passenger rail service.

The Vermont State Rail and Policy Plan (2006) identifies two priority routes for passenger rail: (1) Continued service along the routes currently served by Amtrak; and (2) New passenger rail service along the

VTR between Hoosick, NY and Burlington, VT.

New York State's State Rail Plan identifies numerous projects along with Empire corridor, including three priority projects along the Rensselaer/Albany area which would facilitate increased rail service to Saratoga Springs and from western Vermont through Mechanicville.

The development of an SDP for the NY-VT Bi-State IPR Project would allow both states to meet their strategic rail transportation goals.

Within the Track 3 planning area there are a total of 17 local transit routes that provide service directly to and along the existing Amtrak service in Rutland. There are additional public transit routes in Manchester and Bennington that could 'feed' intercity rail service.

In addition, Vermont's Track 2 application - "Ethan Allen Express Improvements and Extension Project" that extends service to Burlington includes an additional 23 local transit routes with service along existing Amtrak service. This network of public transit 'feeder' routes will allow for seamless connections between the rail and transit modes.

Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

C. Eligibility Information

- (1) Provide the percentage and amount of matching funds:** *Applications submitted under Track 3 require at least a 50% non-Federal match.*

Percentage: 50 %

Total Amount (YOE*): \$ 500,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

- (2) Indicate the source, amount and percentage of matching funds:**

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
State - Vermont	New	Committed	State	\$250,000	25%	
State - New York	New	Committed	State	\$250,000	25%	
	New	Committed				
	New	Committed				

- (3) Is the planning activity included in the State's Statewide Transportation Improvement Program (STIP) at the time of application?** ☐ Yes ☒ No

If not, describe / explain: Planning activities are added to the STIP only after a funding source has been secured in order to meet the fiscal constraints requirements of the STIP. Should funding be secured, only a minor STIP amendment would be required to enter the project into the STIP (1-2 week process).

¹ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

D.Public Return on Investment

(1) Project Benefits. *Please limit response to 4,000 characters.*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

Most of the transportation energy consumed in the United States is fossil fuel (98%) and its consumption is vastly skewed to highway vehicle travel. Intercity passenger rail uses 20% less energy per passenger mile traveled. Transportation vehicles emit 58% of the nation's carbon monoxide pollution, 45% of nitrogen oxides, and 36% of volatile organic compounds. Highway vehicles accounted for almost all of those carbon monoxide emissions, 78% of the nitrogen oxides, and 77% of volatile organic compounds. The average intercity passenger train produces 60% fewer CO₂ emissions per passenger-mile. Rail also emits 75% less nitrogen oxide than single occupant vehicles and more than 90% fewer hydrocarbons or carbon monoxide. Amtrak has committed to a further six percent reduction in carbon dioxide emissions from their diesel locomotive fleet from 2003-2010 (from the baseline years of 1997-2001) and removes 8 million cars from the road.

This planning project aims to divert vehicle use to rail. Both Vermont and New York have set very ambitious goals for energy efficiency and reduced emissions. This project will help achieve those goals as well as reduce the nation's dependence on oil and improve overall environmental quality.

Livable communities are based on development patterns that accommodate a range of transportation options. Neighborhoods that are designed with a mix of employment, housing and retail within walking distance of rail and transit stations can increase the number of trips made by transit, bicycle, and on foot, thereby reducing single occupant auto trips. Rutland is typical of communities across Vermont's Western Corridor. The existing rail station (where Amtrak currently provides rail service) is located in the central business district or Rutland with seamless connections to public transportation. The towns of Manchester and Bennington similarly have rail facilities in their downtowns as well as public transportation routes that can directly transfer to future rail service.

VT Agency of Transportation (VTrans) is engaged in a collaborative, coordinated and comprehensive modal planning effort. Modal plans such as The State Rail and Policy Plan set out a policy direction – such as route and investment priorities - for VTrans and stakeholders involved in rail planning. SDPs are the vehicle used to examine in detail the service and implementation options for those policy decisions.

Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative. *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- **Management Experience** – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- **Financial Management Capacity and Capability**– provide relevant information on capability to absorb potential Planning Project cost overruns.
- **Risk Assessment** – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

VTrans staff will manage this project with consultant support. The management team in place to oversee the development of the SDP includes the Agency's Executive Staff, Rail Director, Rail Planning Coordinator, 2 Modal Planning Coordinators, and other support staff from both the Operations and Planning Divisions at VTrans (see attached organizational chart).

VTrans has a history of managing large and complex rail planning projects. These include:

- Boston-Montreal High Speed Rail Study Phase I (2003, \$400,000)
- Boston-Montreal High Speed Rail Study Phase II (set to begin, \$500,000)
- Vermont State Rail and Policy Plan (2004, \$300,000)
- Vermont Freight Study (2001, \$350,000)
- Vermont Freight Plan (ongoing, \$300,000), and a number of rail operations studies and corridor studies.
- Various Albany, Bennington, Rutland, Burlington (ABRB) Rail Studies (\$2,000,000+)

Financial Management Capacity and Capability: VTrans average annual budget exceeded \$400 million dollars over the five-year period 2005-2009. For FY2010, including currently available Recovery Act (ARRA) funding, the budget is \$558 million. Over the five-year period 2005-2009, VTrans' Rail Program appropriation has averaged nearly \$17 million (over 4 percent of total budget) and is over \$20 million for FY2010. We have sufficient flexibility to shift funding between projects to accommodate unforeseen cost overruns, and can also shift funding between programs if necessary. Adding to this capability is active budget monitoring process whereby finance and budget staff meet regularly with program management staff (monthly at minimum)

to monitor expected costs at a both a project and overall program level. This careful monitoring allows us to identify in advance when and where potential budgetary adjustments may become necessary, and plan for the changes in advance to avoid sudden and more disruptive funding shifts.

Vermont recently enacted legislation that adds infrastructure assessments to sales of motor fuels – diesel and gasoline – that are dedicated exclusively to long term transportation infrastructure investments. These assessments have the additional advantage of serving as a dedicated revenue source to pay debt service on revenue bonds for transportation investments if necessary. The potential for issuing bonds if needed provides additional capacity, if needed, to accommodate unforeseen project and program cost overruns.

The primary non-federal sources for Vermont’s transportation budget is the state transportation fund and includes transportation motor fuel infrastructure funds (mentioned above). Although transportation source revenues have experienced some decline recently, the state typically seeks regular increases in motor vehicle fees – a major component of the fund – on a three year cycle. Thus, revenues are regularly increased to accommodate for inflation. Moreover, to protect against annual revenues fluctuations, the state maintains a transportation fund stabilization reserve equal to five percent of the prior fiscal year level of transportation fund appropriations.

For Risk Assessment, please refer to section F1 of this application.

(2) Timeliness of Planning Project Completion: Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

The goal of the planning process identified in the preceding section is the completion of project development and service implementation plans. Both VTrans and NYSDOT are committed to this project and expect the SDP to result in a ‘pipeline’ of future projects. There are several Track 1 and Track 2 projects being applied for by both New York and Vermont. The NY-VT Bi-State Intercity Passenger Rail Project is viewed as an essential project to complete a comprehensive and integrated rail network in eastern New York and western Vermont.

A Service NEPA – as well as additional New York State environmental requirements – are components of this project. The planning process will therefore lead directly to completion of

the NEPA process.

The timeline for project implementation is presented below. The timeline is subject to a number of variables, including: findings of the SDP, NEPA requirements, and funding availability.

- January 2010-December 2011: SDP (including necessary partner agreements)
- January 2012-December 2013: Secure funding/design & engineering work
- January 2014-December 2015: Construction and service delivery

Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

F. Additional Information

- (1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing** (e.g., Section D, Question 3). *This section is optional.*

Continued from section E, Question 1

Grantee risk: State governments in general are tasked in these difficult economic times to do more with less. The State of Vermont and particularly VTrans are no exception. As such, there is a risk that VTrans will be unable to find adequate resources to accomplish what we plan to achieve. In recent years, VTrans has been required to identify over 40 positions (out of a total of approximately 1,300) to reduce and give up through normal attrition. We are mitigating this risk by actively managing the process, and evaluating business processes that can be streamlined, coordinated, or consolidated to minimize the impact of a reduced workforce. In addition, VTrans has multi-year consultant contracts that assists in managing workflow.

Funding risk: Vermont, like other states, faces the challenge of revenues not keeping pace with the demand to improve transportation infrastructure. This challenge poses a risk that sufficient funding will not be available to address growing needs. Vermont has taken several steps to mitigate this risk. Most recently, we have new motor fuel assessments that provide dedicated additional revenues for transportation infrastructure, and also serve as a dedicated source for issuing revenue bonds if needed, to assist in meeting transportation needs. We are also implementing asset management techniques to facilitate optimal utilization of available resources, including a system of project prioritization to aid in us in that process. In recent years we embarked on the Governor's initiative; "The Road to Affordability." The primary components of the initiative include:

1. Realignment of priorities:

- a. Focus on traveler safety and preservation of the existing infrastructure.
- b. Optimizing resources by focusing on a practical number of large projects.
- c. Setting realistic timetables for large projects and new roadway segments.

2. Rethinking project focus:

- a. Require a "back-to-basics" approach by limiting project amenities not related to preservation, traveler safety, or environmental protection.
- b. Require innovative-financing approach for proposed new roadway segment projects and incorporate "Just-in-time delivery" of design, right-of-way, and permitting.

Schedule risk: There are several sources of schedule risk. The purpose of ARRA is to put money to work quickly to stimulate the economy. Because of this, ARRA timelines pose a risk that VTrans may not be able to deliver on the project quickly enough to satisfy ARRA timelines for obligation and construction, etc. Permitting and other concerns add to schedule risk, as does the availability of contractors to bid on and complete the work. VTrans can mitigate this risk by making this grant, if awarded, a top priority and dedicating resources from numerous parts of the agency to assist in meeting schedule concerns. In fact, we are already pulling resources from throughout the agency, and utilizing consultants to some degree, to participate in the

application process. Our Department of Motor Vehicles recently successfully utilized “tiger teams” in areas where workloads backed up to assist in alleviating the problems. We believe that such an approach might prove useful in prioritizing an ARRA grant. VTrans has extremely qualified and competent employees throughout the organization who can be called upon to assist if scheduling does in fact become an imminent risk to the project.

Stakeholder risk: Vermont (VTrans), the railroads, the affected communities and others have continually demonstrated an ongoing and firm commitment to the present and future of rail in Vermont and New York. The sense of cooperation between the various stakeholders tends to reduce the risk to a manageable level.

Additional risk mitigation: Vermont has developed guidelines at a state level to mitigate risks associated with ARRA projects and funding through the Vermont Agency of Administration Bulletin 10.0 (http://aoa.vermont.gov/sites/aoa/files/pdf/AOA-ARRA_Bulletin%2010%200.pdf). Bulletin 10.0 provides specific policies and procedures pertaining to ARRA accountability and transparency. In addition, VTrans has developed numerous internal control and risk mitigation guidelines, and has assembled an “ARRA Team” charged with oversight on reporting and other ARRA compliance issues. With specific regard to oversight of HSIPR projects, Vermont plans to employ a management oversight “team” comprised of a consultant project manager retained by VTrans, a VTrans project manager assigned to the project(s), and a railroad project manager retained by the railroad.

Project Name: NY-VT Bi-State IPR Project Date of Submission: 08/24/09 Version Number: 1

G. Summary of Application Materials

Application Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.